

**Eastern Edge Project
Stakeholders Meeting
November 15, 2007 – 6:00 p.m.
Springview Governmental Center**

Members Present

Rachel Stritsberg, Kent Sherry, Dan Crayer, Margaret VanGundy, Tom Franzen, Rev. Blevins (International Pentecostal Church of Christ), Walt Szczesny, Charlie Rinehart, Mark Mann (Trans Associates), Paulette Thomas, Dan Martin, Kevin O'Neill, Charles Swaney, Paul Parlato, Pat Richards.

Others Present

Jeff Briner, Heather Whitmore, Shane Farnsworth, and Thea Walsh.

Minutes

I. Introductions

II. Review Agenda

Introductions were made by all present and the agenda for the meeting was reviewed. Shane Farnsworth welcomed everyone to the Springview Governmental Center.

III. Review Eastern Edge Planning Process History

Heather Whitmore began by explaining that the work to be reviewed at this meeting was “proposed preliminary work” and that this is a “consensus-based process” in which future land use (the vision) is being considered. This is not a zoning review; it's not about taking away property rights, but rather preparation for future development. Heather presented an overview of the visioning process thus far through a Powerpoint presentation encompassing the goal of development strategies and future land use mapping. Ultimately, development regulations are intended to come out of the process. The meetings, accomplishments to date, and a summary of the boundaries, mapping, etc. was reviewed.

IV. Comments Summary

Heather Whitmore reviewed with the members present the SWOT (strengths, weaknesses, opportunities and threats) for each of the seven segments. Responses to the survey form for each segment were shared with the group. One of the issues that consistently is of concern is traffic congestion (a problem identified in each of the segments). Another issue of interest is preserving historical components; this issue was identified as very important in each of the segments. In segment #6, green space as agriculture and no more commercial was identified as important elements in the responses.

V. Steering Committee Goals for Each Segment

Generally, the corridor plan goals take into account future land use planning to make sure we allow the right development in the right place. Heather presented the steering committee goals for each segment which include the following:

Corridor Plan General Goals:

- Create a guide for Future Land Sue and Zoning that assists new development planning, but is flexible for the community in the long term
- Guide and Encourage contextually and geographically advantageous economic development through business expansion and retention
- Preserve the areas' historic and natural character

- Provide best management for transportation safety and demand
- Maintain independent, interdependent, interlocking development segments from the corridor's urban core to the rural edge

Segment 1 – Spring St. to Greenmont St.

- Preserve Historical Sites
- Create infill with consistent structures and uses
- Redevelop and rehabilitate distressed properties
- Create and improve environment for pedestrians, bikes, and transit
- Live, work, and play in the same area
- Strategically placed greenspace

Segment 2 – Greenmont St. to Burnett Rd.

- Improve rear access and cross easement access
- Improve the number of shared parking areas
- Develop better screening/buffering between residential and commercial properties and around garbage areas
- Improve traffic safety
- Remove visual clutter and enhance the ascetics of the roadway corridor

Segment 3 – Burnett Rd. to Tuttle Rd.

- Create infill consistent with structures and uses
- Redevelop and rehabilitate distressed properties
- Improve front access roadways and cross easement access
- Maintain green space characteristics in development and redevelopment opportunities
- Encourage redevelopment of non-conforming properties through incentives
- Create a friendly environment for bike and pedestrians by connecting bike and pedestrian pathways
- Preserve integrity of neighborhoods

Segment 4 – Tuttle Rd. to Bird Rd.

- Same as Segment 3

Segment 5 – Bird Rd. to Titus Rd.

- Focus on green space and an open space development style
- Focus on established research and development design standards
- Maintain and enhance historic features

Segments 6 & 7 – Titus Rd. to New Love Rd.

- Preserve green space, neighborhoods, and historic features
- Encourage complimentary businesses to existing retail

VI. Preliminary Corridor Vision Statement

Heather Whitmore provided the following preliminary corridor vision statement developed from the process to date:

The Eastern Edge Corridor Plan creates a cohesive and interjurisdictional comprehensive land use plan for the East National Road Corridor that aims to grow contextually and geographically advantageous development, preserve the history and character of the area, provide best management for transportation safety and demand by maintaining independent, though interlocking development segments from the corridor's urban core to the rural edge.

The vision statement is intended to help in the creation of a continuum from the city core to the rural edge.

VII. Future Land Use Descriptions

Jeff Briner advised members that the actual land use map was posted on the back wall of the meeting room for reference. Heather Whitmore reviewed the proposed future land use descriptions as shown below and stated that the future land use vision is the “big picture”, zoning use is much more specific.

Preservation Mixed Core: Uses consist of a mix small and medium-scale commercial, recreational/entertainment, office, and residential uses. Primarily, development should be the same or similar to original use and building type, exterior should be the same or similar to original traditional exterior; Secondly, if the proposed development is not original in type or design, the new development must be consistent with traditional architecture, character, and cultural heritage of the district. High-density infill development is preferred in this district, limited parking to be located in the rear and accessed from rear yard. Pedestrian-oriented access is preferred and shared parking is required where

Premier Auto Market Core: Uses are limited to high-intensity and high-density automobile-oriented developments. Developments must maintain a showcase exterior and be consistent with similar surrounding automobile oriented uses in height and design.

Urban Commercial Center: New small-scale commercial should be located in this district. Uses are limited to traditional small-scale consumer-oriented commercial development. New developments will follow a dense, infill development pattern. Sites are served limited rear-yarded parking and accessed by rear yard shared drives with adjoining properties.

Mixed Use Center: This district provides a transition between consumer-oriented commercial development and residential development. Uses are limited to small-scale low-traffic commercial, professional office, and residential uses. Users are encouraged to adaptively reuse existing structures, although some new development may be permitted. New developments will follow a dense, infill development pattern. Sites are served limited rear-yarded parking and accessed by rear yard shared drives with adjoining properties.

Commercial Town Center: New large-scale commercial should be located in this district. Uses in this district are limited to consumer commercial and must provide a buffer from adjoining residential development. Developments shall be pedestrian-oriented cluster developments, with buildings concentrated and fronting on US-40, and rear-yard parking hidden from the corridor view. New developments shall have architectural characteristics consistent with and complimentary to historic regional commercial and office development that incorporates stucco, stone, and brick exterior materials.

Mixed-use Conservation Edge: This district provides for a mix of small-scale commercial, residential development, and open space. The district is intended to provide a development pattern that will be transitional area from commercial to agricultural and rural residential areas. The mix of uses should include 30% contiguous open space, 30% residential, and 40% small-scale commercial. New developments shall have architectural characteristics consistent with and complimentary to historic regional commercial and office development that incorporates stucco, stone, and brick exterior materials. New development must provide a buffer from adjoining residential development.

Mixed Use R&D Commercial Edge: This district provides for a mix of research, education, hotel/conference center, subordinate small-scale commercial, and open space. The district is intended to provide a development pattern that will be transitional area from commercial

to agricultural and rural residential areas. The mix of uses should include 30% contiguous open space and 70% research, education, and hotel/conference center. Contiguous open space must front US-40. New development must provide a buffer from adjoining residential development.

Highway Rural Retail Edge: This district provides for a mix of highway oriented commercial, general retail, and open space. Contiguous open space must front US-40. The mix of uses should include 30% contiguous open space and 70% highway oriented commercial and general retail. New development must provide a buffer from adjoining residential and agricultural development.

VIII. Preliminary Future Land Use Map

Heather Whitmore shared the preliminary land use map with the group and asked them to consider and review the information, categories, etc.

Special thanks was given to Scott Schmid, Springfield-Clark County TCC, for the preparation of the mapping used during the meetings.

IX. Group Break Out

The members present were asked to break into smaller groups depending on which segments they found of most interest. The segments were grouped as Segments #1 and #2; Segments #3, #4, and #5; and Segments #6 and #7. The group split almost evenly between the first two breakout segments.

X. Return to Larger Group and Share Feedback

Members of the two breakout groups shared their response to the information provided with the larger group. Of interest and concern were:

Segments #1 and #2 ~

Focused on the idea of how do we create a strong yet flexible plan?

Suggested incentives for development that comes into a non-conforming area and brings it into compliance – perhaps a discount on building permit fees? CRA?

Preservation of historical properties of value to the community

Area does not have a strong neighborhood or business association

O.S. Kelly site for the long term – is light industry appropriate? Want to enhance area; would professional office designation be more appropriate for the future?

Rear yard access, connectivity, connecting rear yards further east.

Signage and landscaping – how should that be considered? How strong should the focus be on correcting visual clutter?

Mershon area needs to be included in the “auto” designation with the Bill Marine property, etc.

Segments #3, #4 and #5 ~

Neighborhood concerns about Community Hospital and the area redevelopment after the consolidation – urban blight potential

Location of green space along Segment #5 – flexibility is required – the green space may not be realistic in light of current development trends

International Pentecostal Church of Christ representatives shared concerns about Burma Road and its limitations, the fact that the church is “boxed” in

XI. Workshop Agenda

The stakeholder’s group was advised of the upcoming workshops scheduled for Tuesday, November 27, 2007 at 1-3 p.m. and Thursday, November 29, 2007 at 6-8 p.m. Both workshops will be held at Springview Governmental Center.

XII. Next Steps

XIII. Next Meeting Agenda

XIV. Wrap Up – Final Comments and Questions